



Scene at the Havre Airshow May 11. Sam Griggs standing in front of a Waco UPF-7, a primary trainer from World War II with 450 h.p. engine replacement. On the right, a Jungmeister German sport bi-plane with 260 Lycoming installed. See June issue for article and more pictures.

Vol. 26 — No. 5

MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

May, 1975

FRONTIER AIRLINES REALIGNMENT

Frontier Airlines has filed its petition with the Civil Aeronautics Board asking for realignment of its route to exclude Great Falls, Sidney and Wolf Point on its stops, and add Bismarck to be one of the terminal points with the city of Billings.

DEER LODGE FLY-IN

Word has been received from Conrad Warren, Chairman, that Deer Lodge will sponsor a 4th of July Air Show and Fly-in. A fly-in breakfast will be served beginning at 8:30 a.m., with an air race planned in the morning between Deer Lodge and Anaconda. It is anticipated that trophies will be awarded for the shortest elapsed time in class, and horsepower. All plans at this time are tentative, but if there is an entrance fee, it will be used for the purse.

A flag tournament is planned at the golf course directly across the road. There will be an air show from 1:00 p.m. to 4:00 p.m. with Al Newby and the Missoula Model Club. Other events planned include a hot air balloon, to be raised at 10:00 a.m.; sky diving which will include four man flights from a small aircraft, two man jumping with cargo shoot, a parachute jump out of a balloon; Upward Bound from Mis-

soula with hang gliding; possibly a sail plane; ground military static displays; closing with a fireworks display at dark.

There will be free transportation to town and a shuttle to the golf course. All aviation organizations are invited, as well as the public. A unicomm will be available on 122.8, tie downs will be provided for 50 planes.

For further information or pre-registration, contact Warren Aviation or the JC's in Deer Lodge. More complete information and an agenda will be provided in the May issue of this newsletter.

BOARD MEMBER

Leo K. Collar is a native of Lincoln County, born in Eureka, and attended Rexford and Sheldon Canyon elementary schools, graduated from Lincoln County High School, Eureka, Montana in 1933. He attended Montana State University in Missoula for two years, and one year at Edison Vocational College in Seattle prior to joining the Army in 1940.

Mr. Collar spent 4½ years in the service with the Ordnance Department, 3½ years in the European Theatre, was awarded a field commission in 1943, and was discharged in 1945.

He was in the grocery business in Rexford from 1948 to 1969.



Board member Collar is a licensed pilot, was active for many years in the Civil Air Patrol, and Tobacco Valley Flying Club.

He was appointed to fill an unexpired term as county commissioner in July, 1963, was elected again in 1970 and is now in his fifth year of a six year term as commissioner from the Eureka district, Lincoln County. He is now chairman of the Lincoln County board and also chairman of District 10, comprising Flathead, Lake, Sanders and Lincoln counties. For many years he was a director on the board of Lincoln Electric Coop, Inc., and at present is serving on the board of Inter-Bel Telephone Coop.

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director
**Official Monthly Publication
of the**
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Edited by: Bernice M. Peacock

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**HYSHAM FLY-IN AND
AIR SHOW**

We have been advised by Glen A. White of Hysham, that the American Legion at Hysham is sponsoring a Fly-In and Air Show at Hysham on June 8. A pancake breakfast will be served at the community center in town. Transportation will be furnished from the airport. There will also be refreshments sold at concessions at the airport.

The tentative schedule of events is as follows: Aerobatic show by Ron Litton (Captain for Frontier Airlines, 7th place winner in national aerobatic competition); skydivers; fly-by by the Montana Air National Guard; exhibition water drop by Bill Ferguson; formation exhibition flight; and flour bombing and spot landing contests.

***Administrator's
Column***



We congratulate Frontier Airlines on its effort to do something about the deplorable situation that exists in air service in eastern Montana and while we deeply regret that the proposal eliminates Sidney and Wolf Point as enroute stops, and Great Falls as the terminal point, we think that overall improvement will be a direct result of this proposal. It is the position of the aeronautics division that we will make every effort possible to find a substitute service for both Wolf Point and Sidney and do something about the serious problem, in our judgment, of not having Great Falls tied into this route for eastern Montana. While we encourage Frontier's efforts, we wonder about this new difficulty.

Unfortunately, this proposal which does so much for the towns that remain within the system, does not connect with either Great Falls or Helena, two of the most important points of interest to the other communities on the route. We shall seek ways to bring Great Falls, Sidney and Wolf Point back into the system, but at the same time will do nothing to interfere with the implementation of the present proposal.

* * * * *

Working with something sometimes makes one forget that others are not as familiar with processes and systems as those with whom it is routine. Once again we find it necessary to point out that the reve-

nue for the aeronautics division stems from airplane fuel tax on all aviation fuel, whether imported or refined, and whether used by airlines, general aviation or military aircraft in Montana. We still occasionally see some who believe that this is limited to general aviation which of course is not correct. I think some of the confusion stems in the imposition of a federal fuel tax on general aviation that does not apply to either military or air carriers to support the Airport Development Aid Program. The money collected in this fund is used to support aviation in Montana as provided by legislation and we have been fortunate enough to develop a surplus that has been used primarily for loans to communities and this program will continue for some time to come and the main effort of the aeronautics division shall continue to be towards helping the local communities develop aviation facilities for all aviation users.

The use of aircraft generates a great deal of interest and discussion and quite often unfortunately, a controversy. Almost 15 years ago the aeronautics division was directed to furnish air transportation for the governor in a good and safe manner to prevent reoccurrence of the tragic loss of Governor Nutter when a military aircraft lost a wing in flight. Since that time the aeronautics division has borne the cost of transporting the governor by air in a majority of the occasions when the governor travels by plane. This was and is a worthwhile effort and in my opinion is a proper use of aviation funds.

Nevertheless, there has been an attempt over the years to spread the cost of executive aircraft in the state. Under Governor Forrest Anderson the Queen Air was used on a cost basis by the other agencies so that the aircraft and its crew could be more fully utilized and the other agencies would have the advantage of aviation while sharing the cost of maintaining both the crew and the aircraft. The using agencies helped reduce the cost to aeronautics as did Governor Anderson's policy of paying for use by his

staff. What occurred as a result of these efforts is a realization by the other agencies in the executive branch that there was a substantial savings available to them to travel by air rather than by automobile. A trip to the furthermost airport in Montana was just 10 miles less than a trip to Salt Lake City and at 55 miles an hour the time on the road just traveling, amounted to 22½ hours. If they stopped for fuel, meals, or other purposes, then this would be more than three full days of travel to this area. By using the Queen Air the agencies found they could go up in the morning and return in the evening, reducing both the need for manpower and for cost of people out on the road.

The demand for aircraft grew and the aeronautics division, attempting to solve the problem, rented aircraft and has also chartered aircraft from fixed base operators. By utilizing the staff of the aeronautics division where needed and giving additional training to aeronautics personnel to fill in the gaps, transportation has been furnished fairly well by the fixed base operators and the division of aeronautics at what appears to be a tremendous savings in both manpower and money for the state. With the average airport 250 miles from Helena, it is obvious that any method that will allow a person to travel out in the morning and back in the evening instead of spending more than one full day on the road, is of considerable benefit. Corporations have long known this and more and more people within state government are learning it.

In aeronautics we did not lose sight of the primary reason for establishing additional use of our aircraft and that was an attempt to spread the cost and the benefits of aircraft. It is encouraging to note that we have reduced the cost by 80% to aeronautics in the past five years and have done so despite inflation and additional travel. We are proud of the performance of the air transportation bureau under Bureau Chief Mike Ferguson, Jim Bernet, and former Chief Pilot Dick Baldwin, and all

the others who have helped bring about this most remarkable result. They are working hard to bring it even closer to a break-even point.

* * * *

Among the many proposals concerning the Airport Development Aid Program are two of considerable interest to the state of Montana. One would make the state responsible for general aviation airports and the other would eliminate the states from any part of the program. It is interesting to note that this latter proposal to eliminate the states is supported by the National League of Cities and Towns as allies of the Airport Operators Council International. The first proposal to bring the states in has the support of the American Association of Airport Executives. Officials of cities and towns that may be supporting the national position in opposition to the states' participation in general aviation airports might be interested to know that, at least as of last year, the membership of airport managers in Montana was in AAAE and there was not a single member of the AOCL. The reason for this is simple, the AOCL speaks for a few airports but they represent the airports at Chicago, Los Angeles, New York, London, and other large airports not particularly interested in aviation development in Montana. We urge you to carefully examine the motives of this one organization that is doing so much to oppose state participation. We think that following the line they urge, is to support the distribution of the money based on the number of landings and takeoffs which naturally benefit their prime supporters as against distributing the money where the greatest need is, which is the position of the states, the American Association of Airport Executives and almost any other organization interested in airport development.

FLYING FARMERS

The Virgil Comptons, Whitehall, Montana (Virgil has been the Flying Farmers' Region 7 Director since last August) sent news from Green Valley, Arizona. Seems the two have been here, there and everywhere:

Saskatchewan, Alberta, and Colorado Flying Farmer Conventions; and plan to attend the Wyoming Convention the third week-end of this month.

The photograph shown below pictures the new officers from the Colorado Flying Farmer Convention. The queen, seated, is Juanita Sneller, next to the teen-age farmerette.



AIRPORT/AIRWAYS REORGANIZATION

By: DAVID C. KNEEDLER, Chief
Airport/Airways Bureau



You may have noticed of late the change in titles which appear under the newsletter pictures of some of our employees. In November, 1974, our division underwent a reorganization and it has recently dawned on me that you have not been brought up to date. In part it resulted in the consolidation of three of our bureaus into one larger bureau. The functions and personnel of what were the navigational aids, airport development and airport operations bureaus have been consolidated into what is now known as our airport/airways bureau. All functions which were per-

(Continued on Page 4)

(Continued from Page 3)

formed by these three former bureaus are now being carried out by personnel in the airport airways bureau. This reorganization has resulted in changing the areas and degrees of responsibility of all personnel within the new bureau.

The accompanying map of our state shows the arrangement under which we are in part working and the pictures of two people who are deeply involved in our new bureau. From the map you can see that Montana has been split roughly in half east to west, with Vern Moody and Jerry Burrows each assigned responsibility for one-half. Working as aviation representatives, Vern (in the north half) and Jerry (in the south half) will be responsible for all airport development, airport operations and maintenance, nav-aid development and other related aviation matters in Montana. Splitting the state in half and assigning aviation representatives is an effort to increase our availability and assistance to all communities within the state. We have sensed a problem in the past of not being able to visit each community as often as we would like. This was because of travel distances involved and demands placed upon us by active airport or airways development projects. Under this new arrangement we hope to visit all communities.

ties periodically and not be limited to only those having a current development project underway. We hope that you will call whenever you have a question or problem and be sure to stop in and see us when you are in Helena.

AIRPORT MAINTENANCE SEMINAR

JUNE 26 & 27, 1975

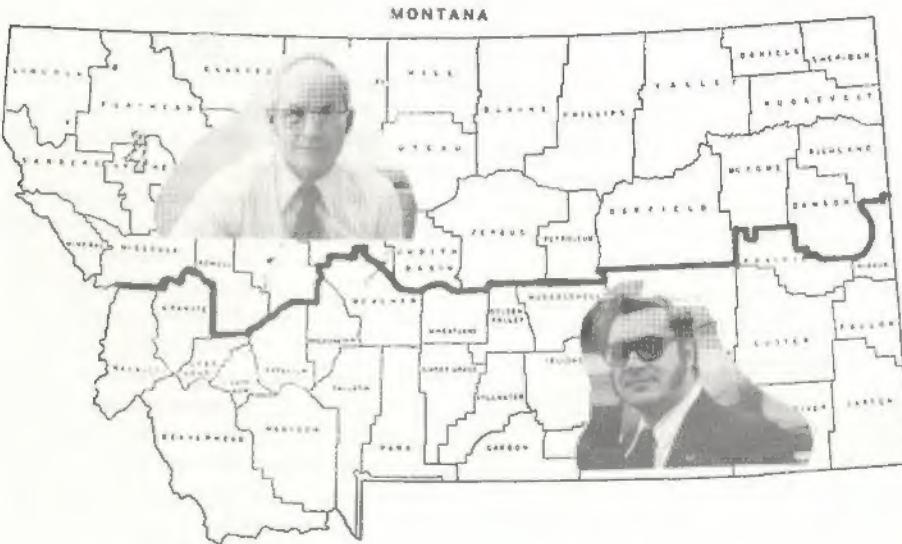
Plans for the first annual Montana Airport Maintenance Seminar are nearing completion. Registration will take place at the new airport fire station located at the Yellowstone Airport between 9:00 and 10:00 a.m. on June 26.

The two-day seminar will feature presentations on such topics as asphalt paving and repair, concrete repair and associated products, airport lighting, troubleshooting and maintenance and information on new airport products.

Anyone associated with airport maintenance is welcome to attend. There is no charge for the seminar.

A registration form appears on the back page of this paper. If you are interested in attending, please complete the form and return it to this office by June 10. Mail to the Division of Aeronautics, P.O. Box 1698, Helena, Montana 59601.

We look forward to seeing you there.



DILLON MPA HANGAR MEETING

**By: MIKE FERGUSON, Chief
Air Transportation Bureau**



Mike Ferguson and Sam Griggs were guests of the Dillon MPA hangar meeting held the evening of April 11, 1975, at the Dillon Airport Terminal Lounge.

It was gratifying to see such an enthusiastic, well-attended meeting. There were 44 people present. It soon became evident—at least one reason—why; each person or couple brought a sack, box or pot and soon the ingredients of a large pot luck dinner emerged. There was a huge variety of food ample to feed a WWI Newport Fighter Squadron.

To add to the enthusiasm and atmosphere, Fred and Charlotte Kistler brought many souvenirs from Mexico, Panama Canal Zone and the San Blas Islands. They set up a colorful display of these articles for all to see and enjoy. The Kistlers have flown their Mooney on several previous tour groups throughout Mexico.

Andre Morris, owner and operator of Dillon Flying Service, is the president of the Dillon hangar and he called the meeting to order after everyone had enjoyed the bountiful pot luck dinner. Many items of business were discussed and decided upon and the meeting was adjourned.

Mike Ferguson discussed and presented a new slide film of "The General Aviation Story." This slide presentation was put out by the General Aviation Manufacturers' Association (GAMA) and is the result of an extensive study of the importance of

general aviation.

Mike introduced Sam Griggs, the aviation and space education supervisor for the division of aeronautics and Sam gave a report on the progress of his section regarding the aerospace education program in the school systems.

Mr. and Mrs. Kistler then presented a slide program of their trips to Mexico, the Panama Canal Zone and the San Blas Islands, which was most interesting and educational.

Sam and I would like to thank Andre Morris and the Dillon MPA for the invitation and opportunity to meet and visit with this fine group of people.



**DILLON
MPA
HANGAR
MEETING**



FEDERAL SURPLUS PROPERTY FOR AIRPORT USE

By: TED MATHIS, Airport Manager



In this time of ever-increasing equipment costs, the airport manager or maintenance man must explore every possibility of decreasing these costs. One such possibility may be the Federal Excess Property program. Under this program most public airports are eligible to receive items which can be used for airport development, improvement, operation or maintenance.

Many airport people who obtain surplus property on a regular basis are reluctant to share their techniques with the rest of us. These people are quick to mention that you have to know someone or that you should take the right person to lunch once a week to get an in with the system, etc. "BUNK"!

The best way I have found to obtain Federal Excess Property is to first obtain a copy of the F.A.A. Advisory Circular AC 150/5150-2A "Federal Surplus Property for Public Airport Purposes" which is available from the Government Printing Office, Washington, D.C. 20402. This circular provides all the information needed to acquire surplus property for airport use. Once you have followed the basic procedures outlined in this circular, the next step just involves some footwork. Get around to your nearest Defense Property Disposal office, such as the ones located at Malmstrom Air Force Base and Hill Air Base in Utah, and look over the surplus property on hand. Although most of the more valuable items can be located through the use of the General Services Administration ex-

cess property catalogues, the non-reportable items (items not shown in the catalogues) are well worth looking at. This non-reportable section often includes such items as shop equipment, medical equipment and electronic testing gear.

If you're looking for items which could be of some value to civil defense, such as snow plows, fire trucks, emergency generators, etc., then I must recommend a slightly different approach. Your local or state Civil Defense office has a very high priority for acquisition of this type of equipment and although you may have to stand in line for a while, they will do everything they can to help you.

The Federal Excess Property program is at times a bit complicated and with the current federal belt tightening which is taking place surplus property may not be as plentiful as it could be, however, it can serve as a good source of supply for your airport and it may warrant your attention.



This 5-ton truck tractor and the water tanker which it pulls were acquired for airport use through the Federal Surplus Property Program.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS STUDENT

Robert Eugene Newhall, Great Falls
Donald Lynn Becker, Fairfield
Daniel Raymond Fouts, Turner

PRIVATE

Robert Eugene Ludeman, Florissant, Missouri
Charles John Colier, Havre
Stephen Henry Aust, Anchorage, Alaska

Alton Wayne Cottrell, Butte
Lindy James Halverson, Big Sandy
Norman Troy Ferguson, Chinook
Jack Bruce Goebel, Butte
Robert Paul Michela, Great Falls
Raymond Edward Johnson, Malta
Michael A. Collins, Havre
Clinton Carl Gure, Terry
Gary Lee Darlington, Big Sandy
Skip Wilds Wardall, Great Falls
Jerry Lynn Brady, Winnett
Rodney Brent Adkins, Nashua
Darrel Wayne Benjamin, Helena
James David Horinek, Hingham
Thruston D. Harrell, Fairfield
Robert Rex Blew, Havre
Terry L. Fatzinger, Billings
Zane T. Parker, Worden
Daniel L. Monahan, Red Lodge
Darrel L. Hanson, Ashland
Timothy B. Laden, Dillon
Michael L. Wirth, Billings
Victor Danyluk, Edmonton, Alberta, Canada

Robert D. Fieldheim, Glasgow
Loren A. Unrau, Wolf Point
Dennis L. White, Miles City
Gary C. Prater, Bowie, Texas
Wayland D. Ramey, Billings
Bruce W. Ferguson, Fort Peck

COMMERCIAL

William R. Ferguson, Livingston (MEL)

Mark A. Hotchkiss, Butte (MEL)
Paul F. Lloyd, Butte (MEL)
Jack T. Martinell, Whitehall (MEL)
Daniel H. Parke, Bozeman (MEL)

INSTRUMENT RATING

Robert W. Ferguson, Big Timber
Dennis R. Skovgaard, Billings (ASE, CFI)
Clifford D. Devous, Billings
Harry Lee King, Missoula (IRH, CRH)
David Francis Blair, Missoula (IRH, RH)
Terence Lee Sylvan, Great Falls

FLIGHT INSTRUCTOR

Harold M. Johnstone, Rock Springs (Reinstate) (Continued on Page 7)

Donald N. Macaulay, Billings (FII)
Ove R. Skovgaard, Billings (Reinstate)
Robert E. Kauffman, Ennis (Reinstate)

AIRFRAME MECHANIC

Waldo Frederick Libby, Jr., Helena
John Hamilton Semple, Flaxville (PM)
James R. Heppner, Helena
Douglas Loren Gollehon, Helena (PM)
Jeff Lyle Klos, Plevna (PM)

POWERPLANT MECHANIC

Keith Arlen Kinden, Helena (AM)

MULTI ENGINE

William E. Hunt, Helena

AVIATION & SPACE EDUCATION NOTES

By: SAM GRIGGS, Supervisor
Aviation & Space Education



ANNOUNCEMENT OF THE SUMMER WORKSHOP AT MONTANA TECH AEROSPACE TECHNOLOGY/EARTH SCIENCES 3 CREDITS

A course of study designed to equip interested people to understand and appreciate the Aerospace age, and to help them in the application of its technology to the betterment of society.

Prerequisites: Upper division and consent of instructor.

Instructor: Mr. Robert P. Conklin.
Registration: 9:00 a.m., June 16.

Dates and Times: 9:00 a.m. to 12 noon, June 16 through July 3.

Place: Engineering 101, Montana Tech.

Tuition free for those who qualify.
Apply for tuition waiver which includes payment of all fees, orientation flight time and books. Contact Dr. Elmer E. Gless, Chairman, Division of Continuing Education and Extension, Montana Tech.

COURSE SCHEDULE INCLUDES:

Telelectures from Ames Research Center, California.

NASA specialists explaining earth sciences advances in space exploration of the solar system including Jupiter and Saturn.

Explanation and illustration of Cyclops—the scientific development of the radio-telescope's search for extra terrestrial life. Flight trips to Malmstrom Air Force Base, Missoula Aerial Fire Depot and Fire Control Laboratory, and the Pilot Training Center at Missoula Vo-Tech Center.

This course will help any student develop an understanding of immediate and far-reaching benefits of the spin-off of space research in their every day life.

Minerals industries of local interest are directly tied to space research through special lectures and illustrated presentations.

The supervisor was invited to help in the judging for the National Inter-collegiate Flying Association National Championship meet. This major event was held April 17 through 19 in Santa Fe, New Mexico.

Thursday the National Pilot Association held their contest under NIFA rules with the winners going to Sweden to compete in international competition. This event was won in the two top places by, who else, but airline pilots.

Friday and Saturday were competition days for the NIFA college boys with spot power on and power off landings in winds that were gusting to 35 knots.

Tragedy marred the high spirit of the contest when two contestants from Park College out sight-seeing in a rented Cessna 150 failed to return Tuesday afternoon. The wreckage was spotted late Friday afternoon—an apparent stall-spin accident. Both student occupants were reported excellent pilots by the flight instructor that checked them out. There is a lesson here for all of us.

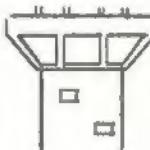
BIG SKY AIRPORT OPENING

Opening ceremonies will be June

21 and 22 at Big Sky Airport, 6 miles southeast of Ennis, Montana. All Montana pilots and fixed base operators are invited.

Anyone owning an antique or experimental aircraft is invited to bring them for display. Skydivers or parachutists are invited to perform.

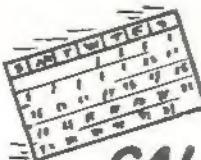
A buffalo barbecue will be held from 11 a.m. to 5 p.m. on the 22nd (or as long as the buffalo holds out—after that hot dogs).



TOWER

OPERATIONS

	Total Operations	Instrument Operations
FEBRUARY 1975		
Billings	6,474	2,049
Great Falls	5,839	577
Missoula	5,328	679
Helena	3,138	577
MARCH 1975		
Billings	7,847	2,546
Great Falls	6,964	2,986
Missoula	6,056	771
Helena	4,358	681



CALENDAR

June 1—Powder River County Fly-In Breakfast and Airshow. Broadus Airport, Broadus, Montana. Breakfast 7-11 a.m., Airshow 1:30 p.m.

June 8—Langhus Fly-In, Big Timber.

June 8—American Legion Fly-In and Airshow, Hysham.

June 14—Great Falls International Airport Terminal Dedication.

June 15—General Aviation Day—Open House and Fly-In, Great Falls International Airport.

June 26-27—Airport Maintenance Seminar, Yellowstone Airport, West Yellowstone, Montana.

July 4—Deer Lodge Fly-In and Air Show.

July 4-6—Sondreson Fly-In, Polebridge, Montana.

July 11-13—Wolf Point Annual Stampede, Fly-In breakfast.

July 27-August 5—International Flying Farmer Conference, Lafayette, Indiana.

AIRPORT MAINTENANCE SEMINAR REGISTRATION FORM

Yes! I plan to attend the seminar.

NAME _____

AIRPORT _____

Others who will attend from this airport:

Please make reservations at the Big Western Pine Motel in West Yellowstone for the nights of June 24, 25, 26, 27, 28. (Circle dates wanted)

\$12.00 single _____ \$16.00 double _____ No. in party _____

\$20.00 family of four _____

I will take care of my own accommodations. _____

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—“To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.”

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